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Approved For Release 2003/08/06 : CIA-RDP82-00457R009800030002-3

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COUNTRY Germany (Soviet Zone)

REPORT NO.

TOPIC Puetnitz Airfield.

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EVALUATION see below

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DATE OF CONTENT 18 to 27 October 1951

DATE OBTAINED

DATE PREPARED 27 November 1951

REFERENCES

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PAGES 2 ENCLOSURES (NO. & TYPE)

REMARKS

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1. On 18 and 19 October 1951, Soviet Air Force sentries were posted on the road to Puetnitz airfield. According to a construction laborer, about 100 Russians were stationed there. Aircraft were expected to arrive in 8 to 14 days. Construction at the field was nearing completion. Groups of workers were already assigned to work on the branch canal from Paretz to Niederneuendorf, near Brieselang. Two former repair hangars were still occupied by the Bodden Shipyard.
2. No aircraft were parked at the field on 22 and 23 October. About 800 laborers were grading the field. According to laborers, the runway with an alleged length of 2,500 meters was to be serviceable by 1 November 1951. The road leading from Peitz to the Steinort dairy was recently blocked to civilian traffic. Recently, the four hangars and several barracks buildings in the western section of the field have been occupied by about 100 Soviet Air Force troops who, according to laborers, belong to an advance detail.
3. About 600 laborers were still employed at the field on 27 October. Most of them did grading work. Superintendent Kochlike (fnu) was recently placed in charge of improvement at the field. A Dresden construction firm with 150 to 200 skilled workers, who had arrived in late-September 1951 and had accelerated the work on the runway had left the field. Resurfacing on the runway was completed 15 October 1951 and two thirds of the joints between the concrete slabs were filled. the runway would be completed by 10 November 1951. The taxiways were completed and construction equipment was being shipped to an undetermined destination. Grass seed which had already arrived still had to be sown.
4. Some of the laborers previously employed in Puetnitz were transferred to Schwedt/Oder for improvement work on an airfield. Bauunion Waren was to be employed for airfield construction in Tutow. It was rumored that Bauunion Waren was to be combined with Bauunion Rostock.
5. A railroad commission refused to accept the newly laid spur track because it had sunk at several points. Repairing of this would take 3 to 4 weeks. Lighting facilities were to be erected under Soviet

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Date:	Aug 23 1978
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supervision upon completion of the field. The three hangars in which the Bodden Shipyard was previously quartered were to be evacuated by 1 November 1951. Machines and material were transferred to Stralsund and recently to Barth. Each hangar was heated separately whereas all the quartering buildings were heated by one central plant. Since no coal had arrived, the installations were not heated. The quartering buildings were being evacuated by the civilians. Fuel had not arrived at the fuel dump. A Soviet labor unit of 60 to 80 men was still stationed at the field and engaged in cleaning up and in operating the tractors and graders. No military guards were observed at the field. *

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* ~~CONFIDENTIAL~~ Comment. The concurrent statements indicate that most of the construction at Puetnitz airfield is completed and that the field may be occupied in the near future. ~~CONFIDENTIAL~~ The 60 to 100 Soviet Air Force soldiers stationed at the field apparently belong to the advance detail of the expected unit. The previous information on the employment of the workers from Puetnitz airfield does not agree. It was reported that these workers were assigned for improvement work at Tutow airfield, however, no indications of construction were observed in Tutow. According to previous statements, some of the laborers are to be transferred to Ruegen Island for the construction of an airfield. Information on the construction of an airfield near Schwedt/Oder is received for the first time.

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